

AMENDMENTS TO THE CLAIMS

Please amend Claims 1, 9, 12, 15, and 19, and cancel Claims 13 and 20 as follows:

1. **(Currently Amended)** An all terrain vehicle comprising a frame, an engine compartment defined within the frame, an engine mounted within the engine compartment, the engine comprising a crankcase, a transversely extending crankshaft, a transmission connected to the crankshaft, the transmission comprising a drive pulley, a driven pulley and a drive belt connecting the drive pulley and the driven pulley, the driven pulley including a fixed half and a movable half, a spring adapted to bias the movable half toward the fixed half, a transmission primary shaft connected to the drive pulley and coaxial to the crankshaft, a transmission case connected to the crankcase, a mating surface between the crankcase and the transmission case, wherein a portion of the mating surfaces is positioned within a perimeter of the driven pulley, the mating surface defining a plane substantially perpendicular to an axis of the crankshaft, wherein the drive belt is disposed on a first side of the plane, and at least a portion of the spring is disposed on a second side of the plane, wherein the transmission case defines a channel sized and configured to accommodate at least a portion of the movable half of the driven pulley.
2. **(Original)** The all terrain vehicle of Claim 1, wherein at least one-third of the spring is disposed on the second side of the plane.
3. **(Previously Presented)** The all terrain vehicle of Claim 1, further comprising a spring cavity formed by the crankcase with at least a portion of the spring disposed within the spring cavity.
4. **(Original)** The all terrain vehicle of Claim 3, further comprising a transmission chamber, the transmission chamber being in communication with the spring cavity through an opening in the transmission case.
5. **(Original)** The all terrain vehicle of Claim 3, wherein the spring cavity is isolated from a crank chamber by a main shaft supporting wall.
6. **(Previously Presented)** The all terrain vehicle of Claim 1, wherein the transmission case is connected to the crankcase by a plurality of bolts, at least one of said bolts being disposed within the perimeter of the movable half of the driven pulley.
7. **(Cancelled)**

8. **(Original)** The all terrain vehicle of Claim 1, further comprising a clutch dividing wall, the clutch dividing wall having a cylindrical protuberance, and air-cooling fins extending from a surface of the drive pulley facing the clutch dividing wall, wherein the air-cooling fins overlap the cylindrical protuberance in a direction along a longitudinal axis of the vehicle.

9. **(Currently Amended)** An all terrain vehicle comprising a frame, an engine compartment defined within the frame, an engine mounted within the engine compartment, the engine comprising a crankcase, a transversely extending crankshaft, a transmission connected to the crankshaft, the transmission comprising a drive pulley, a driven pulley and a drive belt connecting the drive pulley and the driven pulley, the driven pulley including a fixed half and a movable half, a spring adapted to bias the movable half toward the fixed half, a transmission primary shaft connected to the drive pulley and coaxial to the crankshaft, a transmission main shaft connected to the driven pulley, a transmission case connected to the crankcase, the crankcase including a cavity and the transmission case including an opening that corresponds with the cavity, wherein the main shaft extends through the cavity and the opening, and wherein the spring is at least partially positioned within the cavity, wherein the spring is positioned such that at least one-third of the spring is within the cavity, wherein the transmission case defines a channel sized and configured to permit placement of the movable half therein.

10. **(Cancelled)**

11. **(Original)** The all terrain vehicle of Claim 9, wherein the spring cavity is separated from a crank chamber by a supporting wall.

12. **(Currently Amended)** The all terrain vehicle of Claim 9, An all terrain vehicle comprising a frame, an engine compartment defined within the frame, an engine mounted within the engine compartment, the engine comprising a crankcase, a transversely extending crankshaft, a transmission connected to the crankshaft, the transmission comprising a drive pulley, a driven pulley and a drive belt connecting the drive pulley and the driven pulley, the driven pulley including a fixed half and a movable half, a spring adapted to bias the movable half toward the fixed half, a transmission primary shaft connected to the drive pulley and coaxial to the crankshaft, a transmission main shaft connected to the driven pulley, a transmission case connected to the crankcase, the crankcase including a cavity and the transmission case including an opening that corresponds with the cavity, wherein the main shaft extends through the cavity and the opening,

and wherein the spring is at least partially positioned within the cavity, wherein the spring is positioned such that at least one-third of the spring is within the cavity, wherein the transmission case is attached to the crankcase by a plurality of bolts, at least one of said bolts being located within the circumference of the movable half.

13. **(Cancelled)**

14. **(Original)** The all terrain vehicle of Claim 9, further comprising a clutch dividing wall having a cylindrical protuberance, and air-cooling fins extending from a surface of the drive pulley facing the clutch dividing wall such that the air-cooling fins overlap the cylindrical protuberance in a direction along an longitudinal axis of the vehicle.

15. **(Currently Amended)** An all terrain vehicle comprising a frame, an engine compartment defined within the frame, an engine mounted within the engine compartment, the engine comprising a crankcase, a transversely extending crankshaft, a transmission connected to the crankshaft, the transmission comprising a drive pulley, a driven pulley and a drive belt connecting the drive pulley and the driven pulley, the driven pulley including a fixed half and a movable half, a spring biasing the movable half toward the fixed half, a transmission primary shaft connected to the drive pulley and disposed coaxial with the crankshaft, a transmission case connected to the crankcase, a mating surface between the crankcase and the transmission case defines a plane substantially perpendicular to an axis of the crankshaft, at least a portion of the spring disposed on each side of the plane, wherein the drive belt is positioned on a first side of the plane and at least about one-third of the spring is on the second side of the plane, wherein the transmission case defines a channel sized and configured to accommodate the movable half of the driven pulley.

16. **(Previously Presented)** The all terrain vehicle of Claim 15, wherein the crankcase defines a spring cavity with at least a portion of the spring disposed within the spring cavity.

17. **(Original)** The all terrain vehicle of Claim 16, further comprising a transmission chamber, the spring cavity being in communication with the transmission chamber.

18. **(Original)** The all terrain vehicle of Claim 16, wherein the spring cavity is separated from a crank chamber by a supporting wall.

19. **(Currently Amended)** ~~The all terrain vehicle of Claim 15,~~ An all terrain vehicle comprising a frame, an engine compartment defined within the frame, an engine mounted within

the engine compartment, the engine comprising a crankcase, a transversely extending crankshaft, a transmission connected to the crankshaft, the transmission comprising a drive pulley, a driven pulley and a drive belt connecting the drive pulley and the driven pulley, the driven pulley including a fixed half and a movable half, a spring biasing the movable half toward the fixed half, a transmission primary shaft connected to the drive pulley and disposed coaxial with the crankshaft, a transmission case connected to the crankcase, a mating surface between the crankcase and the transmission case defines a plane substantially perpendicular to an axis of the crankshaft, at least a portion of the spring disposed on each side of the plane, wherein the drive belt is positioned on a first side of the plane and at least about one-third of the spring is on the second side of the plane, wherein the transmission case is connected to the crankcase by a plurality of bolts, at least one of said bolts being within the perimeter of the movable half.

20. (Cancelled)

21. (Original) The all terrain vehicle of Claim 15, further comprising a clutch dividing wall, the clutch dividing wall having a cylindrical protuberance, and air-cooling fins extending from a surface of the drive pulley facing the clutch dividing wall, wherein the air-cooling fins overlap the cylindrical protuberance in a direction along a longitudinal axis of the vehicle.